

WILL ADDRESS BIG PICNIC AT JOINER CITY

COL. SUGGS HAS BEEN INVITED BY COMMITTEE TO BE PRESENT AT THE BIG CANDIDATES PICNIC JULY 3 AND 4.

There is going to be a big candidates picnic at Joiner City July 3 and 4, at which time all the candidates and a majority of the voters in that end of the county will be present. W. H. Gill, the secretary having charge of the preliminary work has invited Col. Suggs to be present one or both days and talk on his favorite subject, "Good Roads."

June 27, 1934.
Col. Sidney Suggs,
Ardmore, Okla.

Dear Sir:

On July 3 and 4, as will appear in an ad in your papers elsewhere we are going to have a grand old-fashioned basket picnic on above dates at Joiner City, and as we are to have speaking by candidates. Fourth of July orations, we thought it a very fitting time to again hear from you on your theme, "Good Roads." Can you be with us on one of the other of the days, and address us? If so which of the two days will be most suitable to you and what hour? We are going to expect you, at least one day, and extend to yourself, the Ardmoreite and all of Ardmore a hearty invitation to be with us as much of the time as possible on the above dates and trust you will not disappoint us, for we will be disappointed if you do not come. There is one burning issue before the people of Carter county just now. It is the subject of Good Roads and, I would like to get in touch with your Automobile Organization and get all the cars that will leave Ardmore at 8 a. m. on July 4, and each bear a streamer, "For Better Roads in Carter County." Come and help us.

Yours Truly,
W. H. GILL, Secretary.

SOCIALISTS DENOUNCE THE "INVASION" OF MEXICO
Kansas City, Mo., June 26—President Wilson was praised and condemned in the same breath by the socialistic element among the delegates to the industrial council yesterday afternoon in speaking in support of a resolution denouncing the "invasion of Mexico" by the United States. That element ruled at the meeting and the resolution was adopted.

"No matter what motives inspire President Wilson to send our soldiers into Mexico, I shall support him, regardless of what you do," said Ford Allen, replying to the supporters of the resolution. "I am not a socialist nor an anarchist and I believe in placing the country before all else. American citizens have been mistreated and we have endured countless insults in trying to avert war. If war must come, let us be a unit in support of our president."

An anti-preparedness parade, it was indicated, will be held at the same time and place as a preparedness parade, if one is attempted.

The council also went on record in

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favor of a workman's compensation law and appointed a committee to work to this end.

The new schedule for workers in city departments also brought about a temporary discussion, especially from the laundry and waitress unions. A committee of six was appointed to look after the matter in the council.

The committee in charge of arrangements for labor day indicated that there will be no parade this year, and that the celebration will be confined largely to speaking and athletic events at one of the parks.

Delegates from some of the building trades unions endeavored to get the council to again take up the matter of boycotting Fairmount Park, but the matter was held in abeyance pending action by the building trades council.

The nomination of officers was made a special order of business for the next meeting, one week from next Sunday. The election will be held two weeks afterward at the same hour.

By a unanimous vote, President Herman Winters and Secretary Treasurer Smith were instructed to attend the dedication of the national labor temple in Washington, D. C., on July 4.

VICTIM MAY BE PREACHER.

Body Found in River Believed That of "Holy Roller" Minister.

Tulsa, Okla., June 26—The body of a man found floating in the Arkansas river is believed to be that of William Moore of Broken Arrow, preacher of the so-called "Holy Roller" faith, who has been missing from home for several days. About a month ago the "Holy Roller" church at Broken Arrow was burned by incendiaries, and Moore and another minister of that faith were the recipients of anonymous letters warning them to leave the country under penalty of death. A few nights later Moore was not upon by masked men as he was on his way home and two shots were fired at him. The last seen of him was when he left home for Tulsa to employ a private detective to investigate the burning of the church and the assault upon himself. Moore was 28 years old.

The county authorities are making a thorough investigation of both cases and expect to establish the identity of the drowned man as Moore, who may have been murdered and cast into the river.

MISSISSIPPI EXCHANGES ADOPT U. S. STANDARDS

Washington, D. C., June 26—Word has been received by the office of Markets and Rural Organization, of the U. S. Department of Agriculture, that the Official Cotton Standards of the United States have been adopted by the Clarkdale Cotton Exchange of Clarkdale, Miss., the Greenwood Cotton Exchange of Greenville, Miss., the Greenwood Cotton Exchange of Greenwood, Miss. and the Yazoo City Cotton Exchange of Yazoo, Miss. A total of 31 cotton exchanges and associations have now adopted the official standards.

Pioneer Woman Dies.

Chickasha, Okla., June 26—Mrs. John Driggers, one of the pioneer citizens of Chickasha, died here at the age of 72 years. She had lived in Grady county for thirty-three years and in Chickasha sixteen years. She and her husband were planning to celebrate their golden wedding anniversary next year. She is survived by her husband, John Driggers, and two sons, John F. and Will Driggers, all of whom live here.

Palace Thursday.

"Battle of Hearts," starring the talented actor William Farnum, is the first filmed story of sea life presented by William Fox, the maker of vital feature films. In this picture which will be shown at the Palace Thursday Mr. Farnum acts the part of a noble sailor character, brave and capable of great self-sacrifice. He is in love with a sea captain's daughter, a part taken by Elda Furry, his new leading woman, but through the plots of the villain of the story the girl does not realize the capacity of his love until the end of the play.

Incidental to the story, which was enacted on Catalina Island, off the California coast, there is a shipwreck in which Mr. Farnum and Miss Furry figure. The excitement as produced on those viewing the picture is no less than that of the actors, who were in real personal danger during the making of this part. The heroine's other lover becomes a smuggler of the coast, and the plot includes some thrilling adventures of the male star with the seacoast outlaws on the rocky cliffs of California.

The village was built for the purpose by Director Oscar C. Apfel, and the fishermen and fisherwomen are shown true to type. The picture play has a happy ending, the wronged fisherman finally winning his first love and the villain being properly exiled from their lives.



GOOD ROADS

Materials for Farm Roads
Should Be Located With Reference to Efficiency of Farm Plant—Good Drainage Needed.

The private roads on the farm differ in general from the public roads only in the amount and kind of traffic which they carry. The fundamental principles involved in their construction and maintenance are the same. But, as the farm road is called on to bear far less traffic, the ordinary methods of construction and maintenance are so modified and the use of materials so adapted as to meet the special requirements and reduce the cost. To build the farm roads in the same manner as public thoroughfares, which carry much greater traffic, in general would be a useless waste of money.



Gravel Road on English Farm.

The first consideration is the location of the roads and paths about the farm. The roads and paths are a part of the permanent farm plant. Consequently they should be so located as to best serve the purpose for which they are intended, should fit in with the general scheme of the farm, and at the same time should avoid as much as possible places which would require difficult and expensive construction or maintenance. The main consideration, however, must be to secure the highest degree of efficiency from the farm plant as a whole.

The earth road is the most common type of farm road and will probably so remain. When properly crowned, drained and maintained with the split-log drag or other similar device, the earth road, on all but a few exceptional soils or in a few places immediately around the farm lots and buildings, can be made to answer the requirements fairly well. A little grading will in general give the earth road a crown sloping from the center to ward the side ditches at a rate of about one inch to the foot, and side ditches of sufficient size to carry away the storm water can usually be constructed without difficulty. If the ground is springy the side ditches may be made deeper, or the ground water may be carried away by tile drains.

The fundamental requirement of an earth road is always good drainage. This involves, first, the removal of the water which reaches the surface of the road from precipitation or otherwise; and second, in certain places the removal of any ground water which reaches the road from underground seepage. Surface drainage is accomplished by securing a reasonably firm crowned roadway and providing ditches of sufficient size and with ample grade and frequent outlets. Sub-drainage to remove the water from beneath the road surface or to prevent its passage into the roadbed is usually accomplished most effectively by so-called blind drains or by means of properly located tile drains.

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REPAIR BAD SPOTS IN ROADS

Mudholes Should Be First Drained and Soft Dirt Removed—Don't Be Afraid of Dragging.

Don't try to fill a mudhole without first draining out the water and removing the soft mud. Don't try to fill it with large stones, because if this is done there will soon be two mudholes instead of one. Don't try to fill a mudhole with sods or similar material which absorb water readily.

On an earth or gravel road ruts are best treated with the drag. Don't be afraid of dragging too often during a rainy spell. If a thin coat of sand or gravel be spread over the road surface when it has been softened by rain and then worked in by traffic and a liberal use of the drag, a poor earth road can be much improved and made to carry a surprisingly heavy traffic for a short time.

Keep to the crown of the road. If everybody does that, and keeps just out of the rut, there cannot be any ruts. Let the water have a chance to run off. It cannot if you rut the sides.

Reasonable Proposition.

A good road between every farm and market is a reasonable and worthwhile proposition.

Look for Bad Spots.

If you must haul over ten miles of good road and one-half mile of bad road, you must load for the bad.

ROAD BUILDING

MATERIALS FOR A CULVERT

If Good Building Stone Abounds in Locality It Would Be Advisable to Use This Substance.

(By PAUL D. SARGENT, United States Department of Public Roads.)
Available material in the locality where the work is being carried on will generally determine the material of which culverts will be constructed. For example, if we are in a country where good building stone abounds, it would generally be advisable to use this material for culverts.

If no stone is handy, but good gravel may be secured, plain concrete, or reinforced concrete, may be found to be the most economical material. In some localities we shall have to resort to the use of pipes. My experience has been that while a good culvert may be constructed by the use of vitrified tile, its use in most cases has been a failure. This is due to lack of proper care in laying the pipe.

All culverts, of whatever material, should be carried to a good foundation. Generally speaking, I would recommend that the waterways of stone culverts be paved, and that concrete culverts be built with a concrete floor, although this is not always necessary. In any event the side walls should be carried to a good, firm foundation, and each end of the culvert should be provided with a cut-off wall carried below the frost to prevent undermining by the water.

Pipe culverts should be laid on a good, firm foundation. If the natural soil does not provide this, a foundation should be excavated from twelve to fifteen inches below the bottom of the pipe and crushed stone or gravel should be placed in the excavation and the culvert well bedded on this foundation. A head wall should be provided at each end of the pipe culvert the same as for concrete or stone culverts, to prevent the water from getting under the culvert or along the side of it, and washing it out. Cast iron water pipe and corrugated metal, if of good, pure iron, will be found to make satisfactory culverts where a small opening is necessary.

All culverts should be laid on a grade and, above all things, they should be provided with a good outlet to take the water away from them. Sometimes this will necessitate the



Concrete Road and Bridge in Connecticut Park.

digging of a ditch from two to six or seven hundred feet long, but the ditch must be dug if necessary, the drain is a failure unless we provide the outlet.

All culverts should be covered with a cushion of earth to prevent traffic from coming directly on them. In the case of stone or concrete culverts, six or eight inches under the macadam or gravel surfacing will be sufficient. With pipe culverts there should not be less than twelve or eighteen inches, and two feet of cover under surfacing material will be more satisfactory.

ROAD BUILDERS ISSUE A MAP

Tentative Routes of 100,000 Miles of Articulated Highways in United States Are Shown.

The National Highways association, that body of enthusiastic lookers into the future, has prepared a map showing the tentative routes of 100,000 miles of articulated highways which it thinks should network the United States in an orderly manner.

This map is the expression of one of the main ideas of the association, namely, that trunk-line roads are the first requisite—through routes leading from somewhere to somewhere, and that the feeder roads must naturally follow the development and improvement of these main lines. The theory is like that on which the great railroad systems of the country were built.

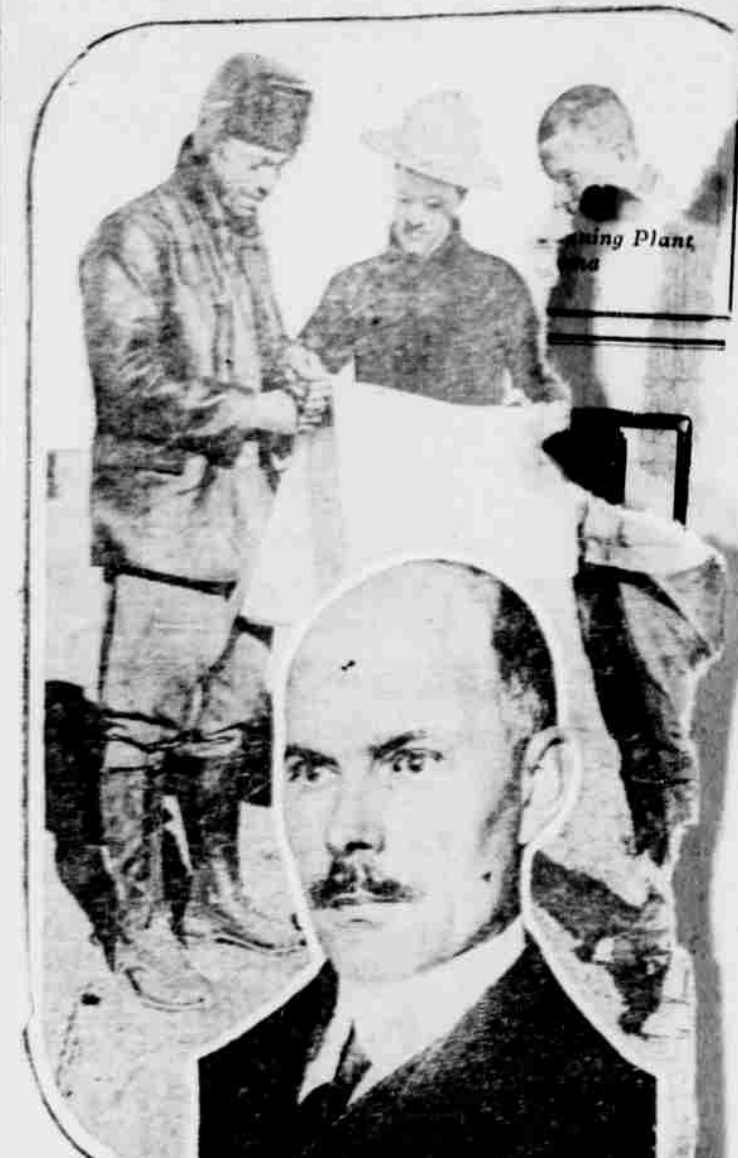
Highway Bond Issue.

About half the counties in the United States have issued highway bonds. The total amount of highway bonds issued by the counties aggregates about \$300,000,000, and the total of all highway bonds, including the bonds voted by the states as well as the counties, amounted on the first of the present year to not far from half a billion dollars.

Dampness Causes Roup.

Roup often accompanies the damp and dark poultry house.

UNITED STATES WILL NEED MORE ARMY AVIATORS IN



LEFT TO RIGHT—LT. DARGUE, CAPT. FOULLOIS, LT. COL. SQUIER.

Should our trouble with Mexico spread over a larger part of the need of more army aviators will be felt keenly. Already taken to request Americans now serving the allies in Europe, several with high distinction, to return to their own three army aviators in the picture, photographed in Mexico to right, Lieutenant Dargue, Captain Foullois and Lieutenant Squire. Insert shows Lieutenant Colonel George O. Squier, one of the fliers of the signal corps, which includes the operation of the wireless telegraph.

CATTLEMEN ARE KILLED.

Two Americans Slain by Mexicans in State of Sonora.

Douglas, Ariz., June 26—William Robertson and Tom Snyder, American cattlemen, have been killed by Mexicans southwest of Nacozari, Sonora, according to the statement today by military officials from Agua Prieta.

Officials at Arispe have telegraphed General Elias Calles, confirming the death of A. R. Jackson, a British subject, who was wounded in the fighting with Mexican cowboys in which Jim Parks, an American prospector, was killed.

Nothing Much to Celebrate.

An Ohio poet celebrated his ten thousandth parody on "Mary Had a Little Lamb" the other day without being able to think of anything else. St. Louis Post-Dispatch.

Height of Napoleon.

The question of the exact height of the Emperor Napoleon is one of considerable interest, and yet it is almost impossible to find any authoritative statement on the subject. In the appendix to "Napoleon Phase," by Lord Rosebery, statement by Captain he was about 5 feet 7 in. and another by Mr. B. appeared to be about 5 ft.



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